

Meeting of:	Cabinet
Date of Meeting:	Thursday, 24 September 2026
Relevant Scrutiny Committee:	Place Scrutiny Committee
Item which the Chair has decided is urgent (Part I) (If yes, why)	Not applicable
Urgent Decision Procedure Used (15.14 of the Constitution) (If yes, why)	Not applicable
Item Type	Part I
Report Title:	Biglis to Dinas Powys Active Travel Route Compulsory Purchase Order
Portfolio Holder:	Deputy Leader and Cabinet Member for Sustainable Places
Strategic Leadership Team:	Director of Environment and Housing
Lead Officer:	Major Projects Manager

1.0 What is this report about?

- 1.1 This report seeks to update Cabinet on the development of the Biglis to Dinas Powys Active Travel Route and seek approval for further delegations to move forward with a Compulsory Purchase Order (CPO) process to progress delivery, in the interests of the public.
- 1.2 Further to the decision taken at Full Council on 9th March 2026 and subject to Cabinet's consideration of matters set out in the report, it is recommended that Cabinet recommends that Full Council approves a Compulsory Purchase Order to facilitate the implementation of the Scheme.

2.0 What are the Recommendations?

	Recommendations – What and How?	Reasons for Recommendations – Why?
2.1	That further to the decision taken at Full Council on 9th March 2026, Cabinet recommends that Full Council, having considered the matters set out in this report,	To provide authority for the Compulsory Purchase Order required to acquire land for

	Recommendations – What and How?	Reasons for Recommendations – Why?
	makes a Compulsory Purchase Order entitled <i>The Vale of Glamorgan Biglis to Dinas Powys Active Travel Route Compulsory Purchase Order 2026</i>, pursuant to Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and the Acquisition of Land Act 1981, for the acquisition of the land shown in Appendices A-E and for the creation and acquisition of new rights over that land, insofar as necessary to facilitate the delivery of the Biglis to Dinas Powys Active Travel Route.	delivery of the Biglis to Dinas Powys active travel route.
2.2	That Cabinet recommend Full Council approves delegated authority to the Director of Environment and Housing and Monitoring Officer/Head of Legal and Democratic Services, to: (a) Take all steps to secure the making, confirmation and implementation of the Compulsory Purchase Order (CPO) including the publication and service of all notices and the promotion of the Council's case at any public inquiry, including but not limited to the steps in (b) to (h) below; (b) To make any amendments, deletions or additions to the draft Order Maps and/or draft schedules to the Orders so as to include and describe all interests in land and rights required to facilitate the carrying out of the Scheme; (c) To acquire interests and new rights in the Order Land either by agreement or compulsorily (including pursuant to any blight notices as appropriate) including conduct of negotiations, making provision for the payment of compensation and where appropriate, provision for temporary and/or permanent relocation of affected parties and/or for cases of exceptional hardship; (d) To negotiate, agree terms and enter into agreements with interested parties including agreements for the withdrawal of blight notices and/or the withdrawal of objections to the Order and/or undertakings not to	To delegate authority to Officers to take forward the processes involved in taking forward the Compulsory Purchase Order.

	Recommendations – What and How?	Reasons for Recommendations – Why?
	enforce the Order on specified terms, including where appropriate seeking the exclusion of land or rights from the Order, making provision for the payment of compensation and/or for relocation; (e) In the event that the Order is confirmed by the Welsh Ministers, to advertise and give notice of confirmation and thereafter to take all steps to implement the Order including, to execute General Vesting Declarations and/or to serve Notices to Treat and Notices of Entry in respect of interests and rights in the Order Land; (f) To take all steps in relation to any legal proceedings relating to the Order including defending or settling claims referred to the Lands Tribunal (Lands Chamber of the Upper Tribunal) and/or applications made to the courts and any appeals; and (g) To retain and/or appoint external professional advisers and consultants to assist in facilitating the promotion, confirmation and implementation of the Order, the settlement of compensation and any other claims or disputes; and (h) To appoint external valuers to assist in dealing with the land acquisition process and land valuation issues relating to the Order and any resultant claims for compensation.	

3.0 What is the background to this report?

- 3.1 The proposed scheme is a long-anticipated active travel route linking Biglis Roundabout, Barry to Dinas Powys. The project comprises a 1.6-mile footway/cycleway with associated works, including new crossing facilities. This route has been prioritised by the Council (post public consultation) and the Cardiff Capital Region. The full route can be seen in Appendix F - Full outline Active Travel route plan.
- 3.2 A report was brought to Cabinet in February 2026, outlining progress to date. [26-02-05 Biglis to Dinas Powys Active Travel Route](#). This report was subsequently taken to Full Council in March seeking authority that if land negotiations stall, a Compulsory Purchase Order could be progressed, and this was resolved (Agenda Item 9 [Decision Notice](#)). Whilst

initial authority has been granted, further delegations are required to move forward with the Compulsory Purchase Order.

- 3.3. A full planning application for the Biglis Roundabout to Dinas Powys Active Travel Route has been prepared by Arcadis and submitted on 10th April 2025. The application is currently under consideration, with a decision anticipated in the very near future. Flood modelling and associated mitigation measures have been incorporated into the submission to address statutory requirements and these are being discussed with Natural Resources Wales (NRW) as a consultee. [Planning application: 2025/00340/RG3 - Vale of Glamorgan District Council](#).
- 3.4 Procurement is progressing, with tender documentation having been developed by Arcadis to enable timely appointment of a contractor for Phase 1 (adopted highway works and Council owned land) and Phase 2 works (full scheme with purchased land parcels), whilst retaining the option for the Council to deliver the works in-house, subject to a review of internal capacity and capability. Documents have been reviewed by DWF legal services to ensure that the documents are legally robust and allow for the Council to move between Phase 1 and 2 quickly. The tender was issued to Lot 7 of the South East & Mid Wales Highways & Civil Engineering Framework in August 2026, with the tender closing at the end of September 2026. A contract award is anticipated for October 2026, with Phase 1 adopted works taking precedence whilst planning and land acquisition matters are resolved relating to Phase 2.

4.0 What issues are there to be considered?

- 4.1 The existing Cardiff Road is the primary route connecting Barry and Dinas Powys, continuing towards Cardiff. Several sections have a 40mph speed limit, narrow carriageways, and tight bends, contributing to a poor accident record.
- 4.2 Flooding is a significant environmental constraint along the route. The project will assess these risks and identify solutions to mitigate them, ensuring a resilient design.
- 4.3 Currently, the lack of a dedicated active travel route limits access to employment and education for both Vale of Glamorgan and Cardiff residents.
- 4.4 Thorough feasibility work has taken place since 2019 to include Transport and Traffic surveys, Safety and risk assessments, land and property surveys, environmental and ecological surveys, Geotechnical and structural surveys, and accessibility and compliance checks. Statutory consents are underway. Necessary Highways and transport consents will be achieved when the next phase of the project is completed.
- 4.5 The scheme will need planning permission, and this has been submitted. [Planning application: 2025/00340/RG3 - Vale of Glamorgan District Council](#). A Sustainable Drainage Approval Body (SAB) Application has been prepared for submission by Arcadis Consultancy on behalf of the Council and is currently under consideration.
- 4.6 Necessary land and property consents or licences have been worked on by land agent consultants Bruton Knowles on behalf of The Council. The Welsh Government Compulsory Purchase Order (CPO) manual has been reviewed and alongside Circular 003/2019: Compulsory Purchase in Wales and 'The Crichel Down Rules (Wales Version 2020) sets out guidance for dealing with land acquisition and the negotiations. A new clause debated

in 2025 (Planning and Infrastructure Bill) reinforces that active travel routes are in the public interest for CPO purposes. Local Authorities proposing CPOs for active travel are not required to prove the route is the only or best option, just that it is reasonable and justified.

- 4.7 A total of eight parcels of land are to be acquired from four landowners to complete the scheme as per the agreed final design. The land acquisition cost estimates have been produced based on current land values by property experts Bruton Knowles. The total of land acquisition costs are estimated to be £245,000. The land acquisition costs are projected to be funded out of regional transport funding that has been obtained for the financial year (FY)2026/27.
- 4.8 Negotiations with affected landowners have been ongoing for several years, during which licences have been granted to the Council to undertake the investigative works necessary to inform the development of the scheme. Regular progress meetings have been held between the Council and its appointed land agents, Bruton Knowles, to support and progress negotiations. Despite these efforts, negotiations have now reached an impasse. It is therefore recommended that the Council progresses a Compulsory Purchase Order process to maintain project momentum and mitigate the risk to both the funding and timely delivery of the scheme. The Council is seeking to acquire the required land and rights by agreement wherever possible and negotiations with affected landowners will continue and in parallel to any Compulsory Purchase Order (CPO) process. However, there is now no certainty that all land and rights necessary for delivery of the scheme can be secured within the required timescales through voluntary agreement. The Council therefore considers it appropriate to exercise its compulsory purchase powers to facilitate the timely delivery of the Active Travel Route.
- 4.9 Details of known interest and rights to be acquired will be listed in the Schedule to the Compulsory Purchase Order. This Schedule will be prepared based on information gathered through inspection of Land Registry title documents and enquiries made under Section 5A of the acquisition of land Act 1981 and Section 297 of the Highways Act 1980.
- 4.10 Section 239 of the Highways Act 1980 provides the Council, as Highway Authority, with powers to acquire land required for the construction of a highway maintainable at the public expense and for the improvement of existing highways. The proposed Active Travel Route comprises the construction and improvement of highway infrastructure, including facilities for pedestrians and cyclists, and accordingly the Council considers that the land identified in the Order is required for these purposes.
- 4.11 The proposed scheme includes the creation of new active travel infrastructure, including sections of cycle track and shared-use route on land that is not currently highway. The Council is satisfied that it has the necessary powers to deliver the scheme under the Highways Act 1980 and, where applicable, the Cycle Tracks Act 1984. In particular, the Council may exercise its powers under Sections 24 and 25 of the Highways Act 1980 relating to the construction of new highways, and Section 65 of the Highways Act 1980 in relation to the provision of cycle tracks forming part of or adjacent to a highway. These powers provide the statutory basis for the delivery of the Active Travel Route, whilst the compulsory purchase powers set out in Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 provide the mechanism for acquiring the land and rights necessary to facilitate its construction and operation.

- 4.12 Section 240 of the Highways Act 1980 provides further powers to acquire land required in connection with the construction or improvement of a highway, including land necessary to facilitate ancillary highway works and alterations to existing highways associated with the scheme. To the extent that works are required to modify, divert or connect with existing highway infrastructure, the Council relies upon these powers.
- 4.13 Section 246 of the Highways Act 1980 enables a Highway Authority to acquire land for the purpose of mitigating any adverse effect that a highway scheme may have on its surroundings. Where land is required for landscaping, environmental mitigation, biodiversity enhancement, drainage or other measures associated with the Active Travel Route, the Council may rely upon these powers.
- 4.14 Section 250 of the Highways Act 1980 provides that powers to acquire land include powers to create and acquire new rights over land. The Council proposes to rely upon these powers where permanent rights are required in connection with the construction, maintenance, drainage and operation of the Active Travel Route. Section 260 of the Highways Act 1980 further enables the acquisition of interests in land where the Council already holds an existing interest but requires clear and unrestricted title for the purposes of the scheme.
- 4.15 Relevant considerations for Members in reaching their decision are set out throughout this report. This section focuses on factors arising from legislation, case law and Welsh Government guidance on compulsory purchase, including Welsh Government Circular 003/2019, *Compulsory Purchase in Wales and 'The Crichef Down Rules (Wales Version 2020)'*, to which the Welsh Ministers will have regard should the Council resolve to make the Order and submit it for confirmation. The overarching consideration for both the Council, in deciding whether to make the Order, and the Welsh Ministers, in deciding whether to confirm it, is whether there is a compelling case in the public interest. The Council must be satisfied that the purposes for which the Order is made justify any interference with the private rights of those with an interest in the affected land, having regard to the provisions of Article 1 of the First Protocol and Article 8 of the European Convention on Human Rights. In contemplating the use of compulsory purchase powers, the Council has taken into account the Convention of Human Rights as incorporated into United Kingdom law by the Human Rights Act 1998. In particular consideration has been given to the rights set out in Articles 8 and 1 of the first protocol to the Convention of Human Rights. The land to be acquired compulsorily represents the minimum to enable the Biglis to Dinas Powys active travel route to proceed. It is considered that there is a compelling public need for acquisition, which outweighs private land interests.
- 4.16 In considering whether there is a compelling case in the public interest, the following matters are relevant:
- whether the acquisition of the land and rights required for the scheme accords with national, regional and local transport, planning and active travel policies;
 - the extent to which the scheme would contribute towards the economic, social, environmental and cultural well-being of the Vale of Glamorgan;
 - the extent to which the scheme would improve opportunities for walking, wheeling and cycling and encourage a shift towards sustainable modes of transport;
 - the contribution the scheme would make towards improving access to employment, education, community facilities, public transport and local services;

- the extent to which the scheme supports the objectives of the Active Travel (Wales) Act 2013, the Well-being of Future Generations (Wales) Act 2015 and national and local decarbonisation commitments;
- the availability of funding to deliver the scheme and the implications of any delay to implementation;
- whether there are any impediments to implementation and whether there is a reasonable prospect of the scheme proceeding; and
- whether the purposes for which the land and rights are required could reasonably be achieved by any other means.

- 4.17 The Council considers that the proposed Biglis to Dinas Powys Active Travel Route is supported by national and local policy objectives which seek to promote active travel, sustainable transport, public health, road safety and decarbonisation. The scheme would provide a safe and accessible route for pedestrians, wheelchair users, mobility aid users and cyclists, improving connectivity between communities and enhancing access to local services, employment opportunities, educational establishments and public transport facilities.
- 4.18 The Council is satisfied that there is a compelling case in the public interest for the acquisition of the land and rights required to deliver the Biglis to Dinas Powys Active Travel Route. The scheme will support active travel and sustainable transport objectives, contribute to improved public health and accessibility, promote modal shift away from private car use, assist in reducing carbon emissions and support the well-being goals established by the Well-being of Future Generations (Wales) Act 2015. The Council further considers that the public benefits arising from the delivery of the scheme outweigh the interference with the private rights of those affected by the proposed acquisition and that the objectives of the scheme could not reasonably be achieved by any alternative means.
- 4.19 To secure delivery of the Biglis Roundabout to Dinas Powys Active Travel Route, the Council has secured funding through The Regional Transport Authority Funding for Phase 1. A further bid will be submitted to the Regional Transport Fund in October 2026. This application will seek funding for Phase 2 construction, scheduled to commence in FY2027/28, following completion of Phase 1 works. The bid will demonstrate alignment with Welsh Government transport priorities, the Active Travel Act, and regional connectivity objectives, ensuring the scheme contributes to sustainable travel, safety improvements, and climate commitments. Successful funding will reduce reliance on Council resources and enable full implementation of the strategic route. The phased approach adopted for the scheme has been successfully aligned with Welsh Government funding cycles, ensuring that each stage of development progresses in step with available grant opportunities.

5.0 How evidence has been used to inform the report, including the views of others?

- 5.1 Public consultation and engagement (initial route consultation in 2022 [Consultation report - Barry to Dinas Powys route options \(ENG\)](#), followed by consultation on the final design in June 2024, [Consultation report - Barry to Dinas Powys June 2024](#)) The reports summarise strong public support for the scheme.
- 5.2 The Vale of Glamorgan Local Transport Plan 2015–2030 (LTP) identified this route as a high/medium priority scheme, with delivery or preparatory work targeted for 2020. The

scheme, named Barry Waterfront to Dinas Powys cycle route, has continued to be developed due to the need for further feasibility work.

- 5.3 There is currently no provision for pedestrians or cyclists along this stretch, which discourages active travel and has, unfortunately, resulted in serious accidents and fatalities.
- 5.4 This route is the most requested active travel route in the Vale of Glamorgan, making it imperative that the scheme is progressed and delivered. Implementation will not only improve safety for all users but also help alleviate congestion along the corridor and provide a strategic cycling link to Cardiff. The scheme has strong stakeholder support, as demonstrated through the consultation and engagement events that have been conducted.
- 5.5 Aligned with the Cardiff Capital Region City Deal (CCRCD), enhanced transport connectivity is recognised as a catalyst for new development and regeneration. This scheme will:
- Widen labour markets
 - Unlock identified development sites
 - Provide attractive business locations
 - Enable active travel access to employment, education, and skills training.

6.0 Next Steps

- 6.1 The acquisition of land interests across six ownership parcels (Appendices A–E) will be required to facilitate delivery of the scheme. Appendices A–E illustrate the relevant land ownership parcels in accordance with Land Registry title plans, including ownership boundaries and the extent of the land required for the proposed route. It is not anticipated that the entirety of each parcel will be acquired; rather, the Council's appointed land agents, Bruton Knowles, will continue to negotiate with affected landowners to secure only the land and rights necessary to construct, operate and maintain the scheme. While the Council remains committed to securing the required land and rights through voluntary agreement wherever possible, negotiations have been ongoing for a considerable period and there remains no certainty that all interests can be acquired within the timescales necessary to maintain project momentum and funding commitments. Consequently, it is proposed that the Council progresses a Compulsory Purchase Order (CPO) in parallel with ongoing negotiations in order to ensure that the land and rights required for the scheme can be secured should voluntary acquisition not be achieved. The promotion of a CPO does not preclude continued negotiation, and every reasonable effort will be made to reach agreement with affected landowners. However, securing the necessary land interests is critical to ensuring route continuity and enabling progression of the scheme into the construction phase. The availability of compulsory purchase powers will provide certainty that the land and rights required for the delivery of the scheme can be assembled within the programme and funding timescales.
- 6.2 As well as land acquisition, the next stage for FY2026/27 is to progress to Phase 1 of construction, which primarily involves works on the adopted highway and land already in Council ownership (see blue outlined area highlighted in Appendix F). Looking ahead, a funding bid for Phase 2 construction (Full Design, Appendix H) will be submitted to the Regional Transport programme in October 2026, targeting a FY2027/28 start. The scheme

has been split into two phases to ensure each phase is deliverable and operational in its own right.

- 6.3 In addition, the scheme will need planning permission, and this has currently been submitted. [Planning application: 2025/00340/RG3 - Vale of Glamorgan District Council](#). The scheme is currently programmed to be considered by the Planning Committee in September 2026, subject to completion of the necessary preparatory work and supporting assessments.

7.0 How does this report support the Vale 2030 and Reshaping?

- 7.1 The scheme directly supports the Vale 2030 objective of creating a more sustainable and connected Vale, by delivering high-quality active travel infrastructure that reduces reliance on private vehicles and promotes healthier, low-carbon travel choices. It contributes to improving air quality, reducing congestion, and supporting the Council's response to the climate emergency.
- 7.2 The route enhances access to employment, education and key services, aligning with the Council's ambition to support strong, inclusive communities. By improving connectivity to Cardiff and between Barry and Dinas Powys, the scheme helps remove barriers to opportunity, particularly for those without access to a car.
- 7.3 The project also supports placemaking and economic growth priorities by strengthening links between Barry, Dinas Powys and strategic regional assets. This investment in infrastructure will help attract and sustain employment, support local businesses, and improve the overall quality of life for residents.

8.0 How does this support the Five Ways of Working?

- 8.1 The emerging proposals set out in this report accord with the five ways of working as follows:
- 8.2 Involvement: Extensive public consultation has been undertaken, including engagement on route options in 2022 and final design consultation in 2024. Stakeholder input has shaped the preferred alignment and design features.
- 8.3 Collaboration: The scheme has been developed in partnership with the public, The Regional Transport Authority, Welsh Government, Arcadis consultants, land agents, Transport for Wales, and regional transport bodies, ensuring a coordinated approach to delivery.
- 8.4 Integration: The project supports multiple objectives, including improving road safety, promoting active travel, reducing congestion, and contributing to climate and health goals.
- 8.5 Prevention: By providing a safe and dedicated active travel route, the scheme reduces the risk of accidents, encourages healthier lifestyles, and mitigates future congestion and emissions.

- 8.6 Long Term: The route forms part of the Council's Active Travel Network Map and Cardiff Capital Region connectivity strategy, delivering sustainable transport infrastructure that supports economic growth and well-being for future generations.

9.0 Resources

Finance

- 9.1 Funding to date has been secured through Welsh Government Active Travel grants, with further bids planned for regional transport funding to support construction phases. Land acquisition costs have been estimated by Bruton Knowles and will also be funded through Welsh Government Regional Transport Funding. Surveys, all preparatory work, consultants Arcadis and Bruton Knowles have been funded to date via Welsh Government Regional Transport Funding. Cabinet approval in February has enabled timely progression towards procurement and construction.
- 9.2 An indicative funding bid was prepared and submitted to the Regional Transport Committee for the full scheme cost. A decision on this application was received in March 2026, and the Vale of Glamorgan has been awarded a further £1.09 million for FY2026/27 to finalise feasibility work, statutory consents, purchase land and deliver Phase 1 of the scheme. A further bid for Phase 2 works is imminent, as set out above in the body of this report.
- 9.3 Detailed cost estimates, including expenditure to date and projected scheme costs, are provided, alongside funding strategies to minimise reliance on Council resources and ensure value for money.
- 9.4 The full costs of the scheme are estimated as £4,500,000. This is broken down into two phases:

Phase 1 (Adopted works)	
Construction total	£663,032
Risk	£163,910
Land and Purchase fees	£245,000
Project management and officer time	£18,100
Total funding requested	£1,090,041

Phase 2	
Construction total	£2,308,874
30% risk	£692,662
Land and purchase fees	£20,000
Project management and officer time	£85,000
Misc	£238,423

Monitoring and Evaluation	£55,000
Scheme promotion	£10,000
Total funding requested	£3,409,959

10.0 Workforce

- 10.1 Internal officer resources are supporting the development and delivery of the project. To date, the scheme has been managed within the Neighbourhood Services area who have led on the feasibility and design. As the project has transitioned into the delivery phase, day-to-day management is now undertaken by the Council's Project Management Unit, working alongside Neighbourhood Services.
- 10.2 In the financial year (FY) 2021/22, Arcadis Consultancy were appointed via the Construction Consultancy framework (CCS) now superseded by the SEWTAPS framework. Project team meetings are held weekly with consultants Arcadis as project momentum builds, with input from relevant Council officers and specialist advisors as required. Monthly meetings currently take place with appointed land agents Bruton Knowles, but this is anticipated to increase if a Compulsory Purchase Order is instigated. In addition, advice will be sought from the Council's Legal and Finance teams where necessary.
- 10.3 Additional specialist support will be procured as required, subject to the availability of grant funding. In FY 2023/24, the Council appointed land agents, Bruton Knowles, to lead on land acquisition negotiations and to secure the necessary licences for survey works.
- 10.4 A procurement exercise will be undertaken for the construction phase to ensure that suitably qualified contractors are appointed to deliver the project including consultants Arcadis acting as NEC contract Supervisor and Project Manager as part of the necessary project governance.
- 10.5 If the Compulsory Purchase Order (CPO) authority is granted, external legal services will be sought due to the complexity and time involved in the process.

11.0 Legal and Equalities

- 11.1 **Does an Equalities Impact Assessment need to be completed? If not, why?** Equality considerations have been embedded in the design process to ensure accessibility for all users, consistent with the Equality Act 2010. Steps will also be taken to ensure that the acquisition processes are applied in a fair and non - discriminatory manner.
- 11.2 The project must comply with planning and SAB statutory approvals, procurement legislation, and the Council's Contract Procedure Rules.
- 11.3 The legal considerations relevant to the proposed acquisition of land and rights are detailed throughout this report. Whilst the Council will continue to pursue acquisition by agreement wherever possible, delegated authority is sought to enable the progression of the Compulsory Purchase Order (CPO) process should voluntary negotiations not result in the timely acquisition of all necessary interests. This will include authority to undertake all

actions necessary to prepare, make, publicise and promote the Order, deal with objections, and submit the Order to the Welsh Ministers for confirmation if required.

12 Key Contacts

12.1 Who are the primary officers to contact with any comments and/or queries on the report?

Lead Officer: Natasha Davies Major Projects Manager natdavies@valeofglamorgan.gov.uk	Democratic Services Officer Matt Swindell Cabinet and Committee Services Officer mlswindell@valeofglamorgan.gov.uk
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Appendices

Appendices A – F - Biglis to Dinas Powys Active Travel Route Maps

Background Documents

[26-02-05 Biglis to Dinas Powys Active Travel Route
Decision Notice](#)

[Planning application: 2025/00340/RG3 - Vale of Glamorgan District Council](#)

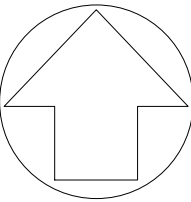
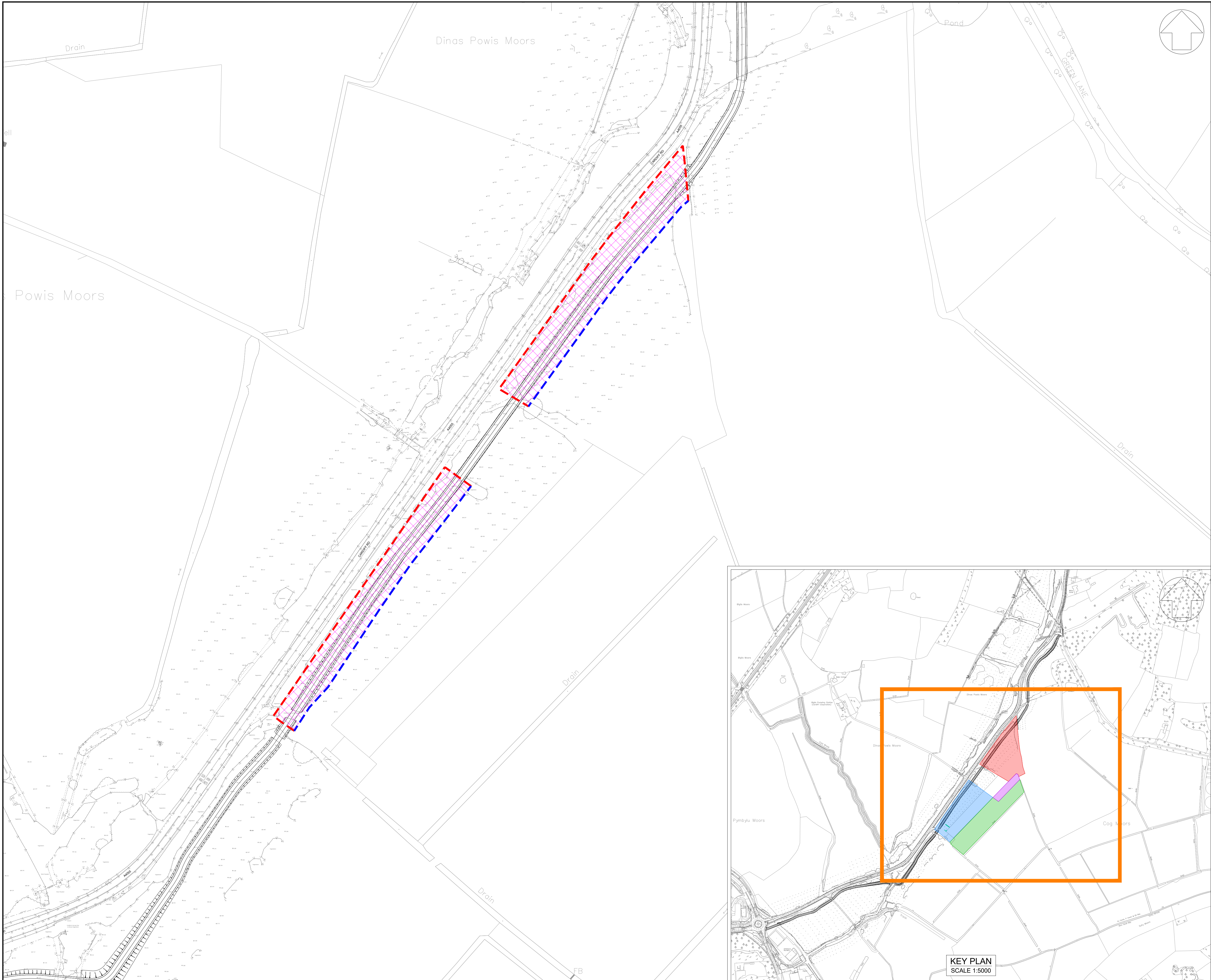
[Consultation report - Barry to Dinas Powys route options \(ENG\)](#)

[Consultation report - Barry to Dinas Powys June 2024](#)

[Local Transport Plan](#)

[Cardiff Capital Region Transport Plan for South East Wales](#)

[Active Travel Network Map](#)



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 - WA194357
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Rev	Date	Description	Prod.	Chk.	Rev.	App.



Project: Biglis to Dinas Powys ATR

Site: Biglis to Dinas Powys Cardiff
Client: Vale of Glamorgan Council
Civic Offices,
Hollon Rd, Barry
CF63 4RU
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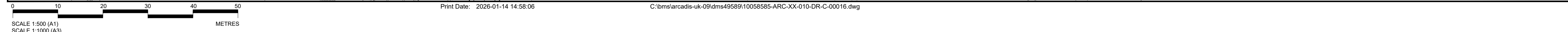
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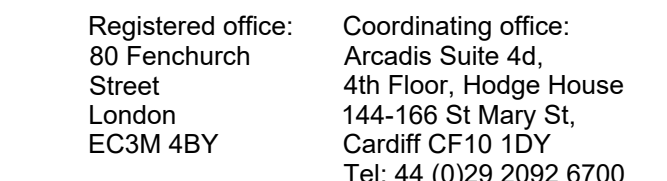
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Site	Client
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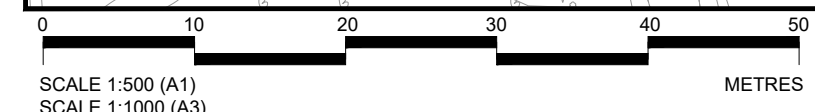
LAND OWNERSHIP
PARCELS - CYM753156 & WA772543

Signed: Jones	Signed	Date 29/11/23
Reviewed:	Signed	Date ***
Checked:	Signed	Date ***
Reviewed:	Signed	Date ***
Approved:	Signed	Date

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Section Land South of Green Lane

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- LAND PARCEL - WA42811
- AREA OF LAND REQUIRED = 0.0091Ha

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Rev	Date	Description	Prod.	Chk.	Rev.	App.
P01.2	09/01/26	FIRST ISSUE	---	---	---	---

VALE of GLAMORGAN
BRO MORGANNWG

Project: Biglis to Dinas Powys ATR

Site: Biglis to Dinas Powys Cardiff

Client: Vale of Glamorgan Council
Civic Offices,
Hollon Rd, Barry
CF63 4RU
www.valeofglamorgan.gov.uk

ARCADIS

Registered office: 80 Fenchurch Street, London EC3M 4BY

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Tel: 44 (0)29 2092 6700

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Drawing Title:

**GENERAL ARRANGEMENT
WA42811 LAND PARCEL OWNERSHIP
BOUNDARY**

Designed:	Signed:	Date:
D Doyle		14/01/26
Produced:	Signed:	Date:
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Checked:	Signed:	Date:
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Reviewed:	Signed:	Date:
---	---	---
Approved:	Signed:	Date:
---	---	---

Design Stage: Preliminary Design

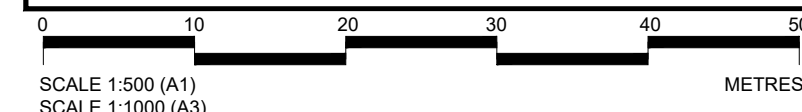
Original Size:	Grid:	Datum:
A1	OS	AOD

Suitability Code:	Scale:	Project Number:
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Suitability Description:

Initial Status

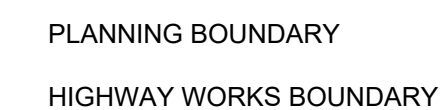
Drawing Number:	Revision:
10058585 - ARC - XX - 010 - DR - C -00041	P01.2



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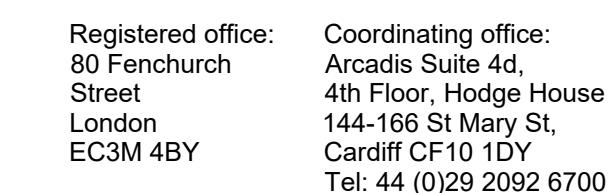


- ## KEY



VALE of GLAMORGAN
BRO MORGANNWY

Site	Client
Biglis to Dinas Powys Cardiff	Vale of Glamorgan Council Civic Offices, Holton Rd, Barry CF63 4RU www.valeofglamorgan.gov.uk



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SITE LOCATION PLAN

Design Stage:		
Preliminary Design		
Original Size:	Grid:	Datum:
A1	OS	AOD
Suitability Code:	Scale:	Project Number:
S2	1:5000	10058585

Suitable for Information

Drawing Number:	Revision:
10058585 - ARC - XX - 010 DE C 00010	P02